

REMARKS

The last Office Action has been carefully considered.

It is noted that the drawing and the disclosure are objected to and the claims are rejected under 35 U.S.C. 112.

At the same time the Examiner indicated that claims 1-10 would be allowable if rewritten to eliminate the grounds for the formal rejections.

In connection with the Examiner's formal objections and rejections, applicant has submitted a copy of Figure 1 of the drawings with the proposed correction. The disclosure has been amended in corresponding parts. It is believed that the Examiner's grounds for the formal objections and rejections are eliminated.

In connection with the Examiner's rejection of the claims for formal reasons, applicant has amended the claims to more clearly define the present invention.

It is believed to be advisable to clearly explain the subject matter of the present invention as defined in the amended claim 1.

Claim 1, the broadest claim on file, defines the device for height adjustment of a vehicle seat, which has a drive motor and transmissions having different lifting strokes and operating synchronously.

In accordance with the present invention, in the device an abutment is provided, so that a transmission housing element, at reaching a maximum position of a vehicle seat, abuts against the abutment so that a braking moment which exceeds a drive moment of the drive motor is produced. With respect to the drawings and the specification, when the surface 23 of the bearing flange 4 is moved upwardly so that it contacts the element 24 on the transmission housing cover 21 (transmission housing), the transmission housing cover 21 is deformed by a tensioning path 30. The contact surface 32 on the transmission housing cover (element) 21 abuts against an opposite end side of the threaded sleeve 15 which forms the abutment in the sense of the abutment defined in claims 1 and 7. The contact location is provided at a radius 24 with respect to the axis of symmetry 22 of the threaded spindle 12, and a drive block is produced, so that the braking moment 31 acts on the threaded spindle 12 is greater than

the drive moment of the drive motor 1. Claims 1 and 7 have been amended correspondingly.

The Examiner indicated that in the specification it is disclosed that the braking moment results from the abutment of the housing cover surface 32 with the threaded sleeve 15. This is of course true; however, this particular cooperation is given as an example in the section of the description of the preferred embodiments, while in the summary of the invention and in the claims a broader version is defined. The abutment for the transmission housing element or the transmission housing cover surface 32 can be provided in a different way with a different element as well.

As for the specific features that the transmission housing element (cover) abuts against the threaded sleeve, this narrower option is defined in claim 2.

It is therefore believed that claims 1 and 7 should be considered as definite, based on the original disclosure, and patentable over the art.

in view of the above presented remarks and amendments, it is respectfully submitted that claims 1 and 7 should be considered as patentably distinguishing over the art and should be allowed.

Reconsideration and allowance of the present application is most respectfully requested.

Should the Examiner require or consider it advisable that the specification, claims and/or drawings be further amended or corrected in formal respects in order to place this case in condition for final allowance, then it is respectfully requested that such amendments or corrections be carried out by Examiner's Amendment, and the case be passed to issue. Alternatively, should the Examiner feel that a personal discussion might be helpful in advancing this case to allowance, he is invited to telephone the undersigned (at 631-549-4700).

Respectfully submitted,



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